



DEVELOPMENT SERVICES DEPARTMENT
ENVIRONMENTAL COORDINATOR
450 110th Ave NE
BELLEVUE, WA 98009-9012

DETERMINATION OF NON-SIGNIFICANCE

PROPONENT: Tom Jordan, MG2 Corporation; Susan Zaleski, Metrovation

LOCATION OF PROPOSAL: 15600 NE 8th St Ste C1

DESCRIPTION OF PROPOSAL: Threshold determination for State Environmental Policy Act (SEPA) for an 8,150 SF, 45-foot height building addition to the existing Stone Gardens Rock Climbing Center (existing building area is 40,780 SF). The new addition would consist of new locker rooms, restrooms, a mezzanine for viewing and climbing walls. Twenty-nine (29) existing parking stalls would be removed, required parking will be met through the Crossroads Mall shared parking agreement.

FILE NUMBERS: 19-124719-LM **PLANNER:** Peter Rosen

The Environmental Coordinator of the City of Bellevue has determined that this proposal does not have a probable significant adverse impact upon the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(C). This decision was made after the Bellevue Environmental Coordinator reviewed the completed environmental checklist and information filed with the Land Use Division of the Development Services Department. This information is available to the public on request.

- ☐ There is no comment period for this DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's office by 5:00 p.m. on _____.
- ☒ This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's Office by 5 p.m. on **5/14/2020**
- ☐ This DNS is issued under WAC 197-11-340(2) and is subject to a 14-day comment period from the date below. Comments must be submitted by 5 p.m. on _____. This DNS is also subject to appeal. A written appeal must be filed in the City Clerk's Office by 5:00 p.m. on _____.

This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a proposals probable significant adverse environmental impacts (unless a non-exempt license has been issued if the proposal is a private project); or if the DNS was procured by misrepresentation or lack of material disclosure.

Heidi Bedwell, Planning Manager

4/30/2020

Environmental Coordinator

Date

Elizabeth Stead, Land Use Director

STONE GARDENS ADDITION – PRELIMINARY SEPA REVIEW 19-124719-LM; 19-125714-LJ

PROJECT DESCRIPTION

The Stone Gardens Rock Climbing Center is located on a 2.17-acre site within the 40+-acre Crossroads Mall. The proposal is for an 8,150 SF, 45-foot height building addition to the existing Stone Gardens Rock Climbing Center (existing building area is 40,780 SF). The new addition would consist of new locker rooms, restrooms, a mezzanine for viewing and climbing walls.

The proposed building addition would be located over existing impervious surface area, replacing 29 parking stalls. The required parking will be met through the Crossroads Mall shared parking agreement. A landscape area would be added on the east side of the building to replace the existing loading dock, resulting in approximately 900 SF of added pervious surface area.

STATE ENVIRONMENTAL POLICY ACT (SEPA)

The Environmental Checklist (Attachment 2) submitted with the application adequately discloses expected environmental impacts associated with the project. The environmental review indicates no probability of significant adverse environmental impacts occurring as a result of the proposal.

Potential adverse environmental impacts which are less than significant are typically mitigated by City codes and requirements; including the Clear and Grade Code, Utility Code, Land Use Code, Noise Ordinance, Building Code and other construction codes.

SEPA mitigation measures are intended only to address probable significant adverse environmental impacts which are not addressed or mitigated by City code and standards or regulations required by other State and Federal regulatory agencies.

Therefore, issuance of a Determination of Non-Significance (DNS) is the appropriate threshold determination under the State Environmental Policy Act (SEPA) requirements. No additional mitigation measures are required.

ENVIRONMENTAL ELEMENTS

A. EARTH AND WATER

General site grading will be performed to ensure a level base for construction and to allow for the direction of stormwater runoff to collection points where it would be conveyed to an existing below-grade piped system. The total disturbance area is approximately 0.30 acres. Total excavation is approximately 1,900 cubic yards. The source of fill will be imported or excavated on-site soils.

Finding: A temporary erosion and sedimentation control plan will be implemented, per City of Bellevue standards, during the construction phase of the project to control erosion impacts. Stormwater detention and water quality treatment facilities will be implemented, per City of Bellevue standards, to control and reduce stormwater runoff.

B. PLANTS AND ANIMALS

The proposed building addition would be located over existing impervious surface area, replacing 29 parking stalls. A 900 SF landscape area would be added on the east side of the building to replace the existing loading dock. The landscaping would consist of native and locally-adapted plant materials.

Finding - The proposed building addition would be located over existing impervious surface area and therefore would not impact existing plants. The proposed added landscaping would help to enhance wildlife. There are no environmental critical areas on-site and no off-site critical areas that would be impacted by the proposal.

C. NOISE

On a short-term basis noise from construction equipment would be present from approximately 7 am to 6 pm, Monday through Friday. On a long-term basis noise from vehicular traffic to and from the site would be present daily from approximately 7 am to 9 pm.

Finding- The use of best available noise abatement technology consistent with feasibility is required during construction to mitigate construction noise impacts to surrounding uses.

Noise related to construction is allowed from 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday, except for Federal holidays and as further defined by the Bellevue City Code. Exceptions to the construction noise hours limitation contained in the Noise Control Code may be granted pursuant to 9.18.020.C.1 when necessary to accommodate construction which cannot be undertaken during exempt hours. Written requests for exemption from the Noise Control Code must be submitted two weeks prior to the scheduled onset of extended hour construction activity.

D. TRANSPORTATION

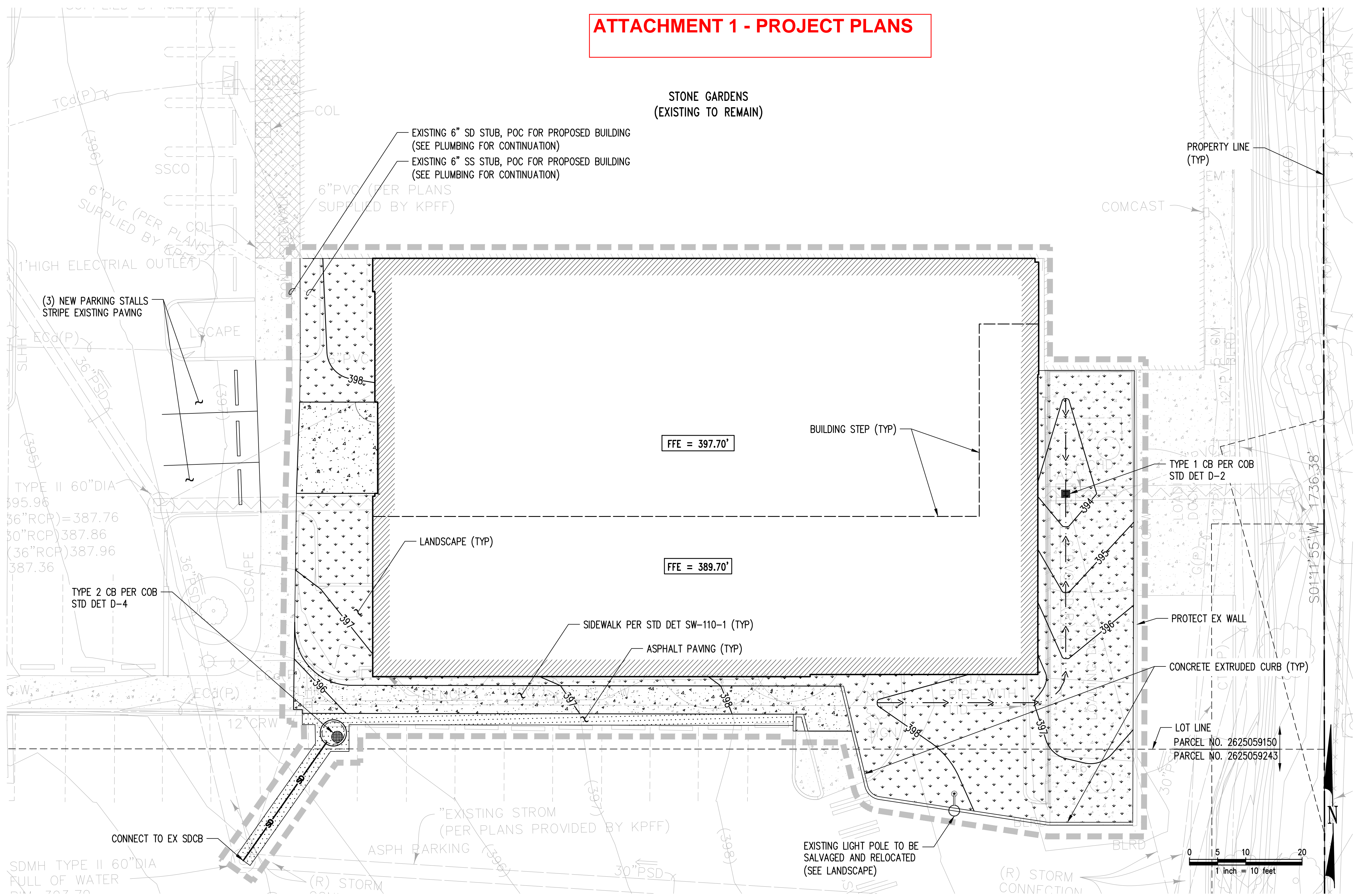
A traffic impact analysis (Heffron Transportation, September 30, 2019, March 29, 2020) was prepared to evaluate trip generation and potential traffic impacts of the 8,150 SF building addition. The project would generate 28 vehicle trips during the PM peak hour.

Finding - City staff has analyzed the potential traffic operational impacts of the proposed building addition in order to recommend mitigation if necessary. This project generates 28 vehicle trips during the PM peak hour, which is below the 30-trip threshold that requires concurrency. Therefore, a concurrency analysis is not required. Traffic impacts associated with the building expansion project will be minor in nature, therefore, no additional mitigation is required other than the payment of the transportation impact fee and the project site improvements.

Attachments:

1. Project Plans
2. SEPA Environmental Checklist
3. Traffic Impact Analysis (Heffron Transportation, September 30, 2019, March 29, 2020)

ATTACHMENT 1 - PROJECT PLANS



- NOTES
- ALL ELEVATIONS ARE GIVEN IN THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) U.S. SURVEY FEET.
 - THERE ARE NO KNOWN EASEMENTS WITHIN THE PROJECT SITE.
 - ALL MECHANICAL EQUIPMENT IS PROPOSED WITHIN BUILDING MECHANICAL ROOM OR MOUNTED TO ROOF. NO GROUND MOUNTED MECHANICAL EQUIPMENT IS PROPOSED AT THIS TIME.
 - THE PROJECT PARCEL IS ZONED COMMUNITY BUSINESS (CB) AND IS SUBJECT TO THE IMPERVIOUS SURFACE COVERAGE AND SETBACK REQUIREMENTS OF THE LAND USE CODE. THE PROPOSED PROJECT WILL RESULT IN A REDUCTION IN IMPERVIOUS SURFACE COVERAGE.
 - PER BELLEVUE CITY CODE (BCC) 20.25, PROJECT SITE IS NOT LOCATED WITHIN A DESIGNATED OVERLAY DISTRICT.
 - NO STREAMS OR WETLANDS ARE KNOWN TO EXISTING WITHIN PROJECT BOUNDARIES OR ADJACENT TO SUBJECT PROPERTY. PROJECT SITE IS LOCATED WITHIN FLOODPLAIN DESIGNATION ZONE-X, OUTSIDE OF KNOWN 100-YEAR FLOODPLAIN ZONES. THERE ARE NO KNOWN CRITICAL AREAS ON THE PROJECT SITE.
 - NO PHASING OF CONSTRUCTION IS PROPOSED FOR THIS PROJECT.

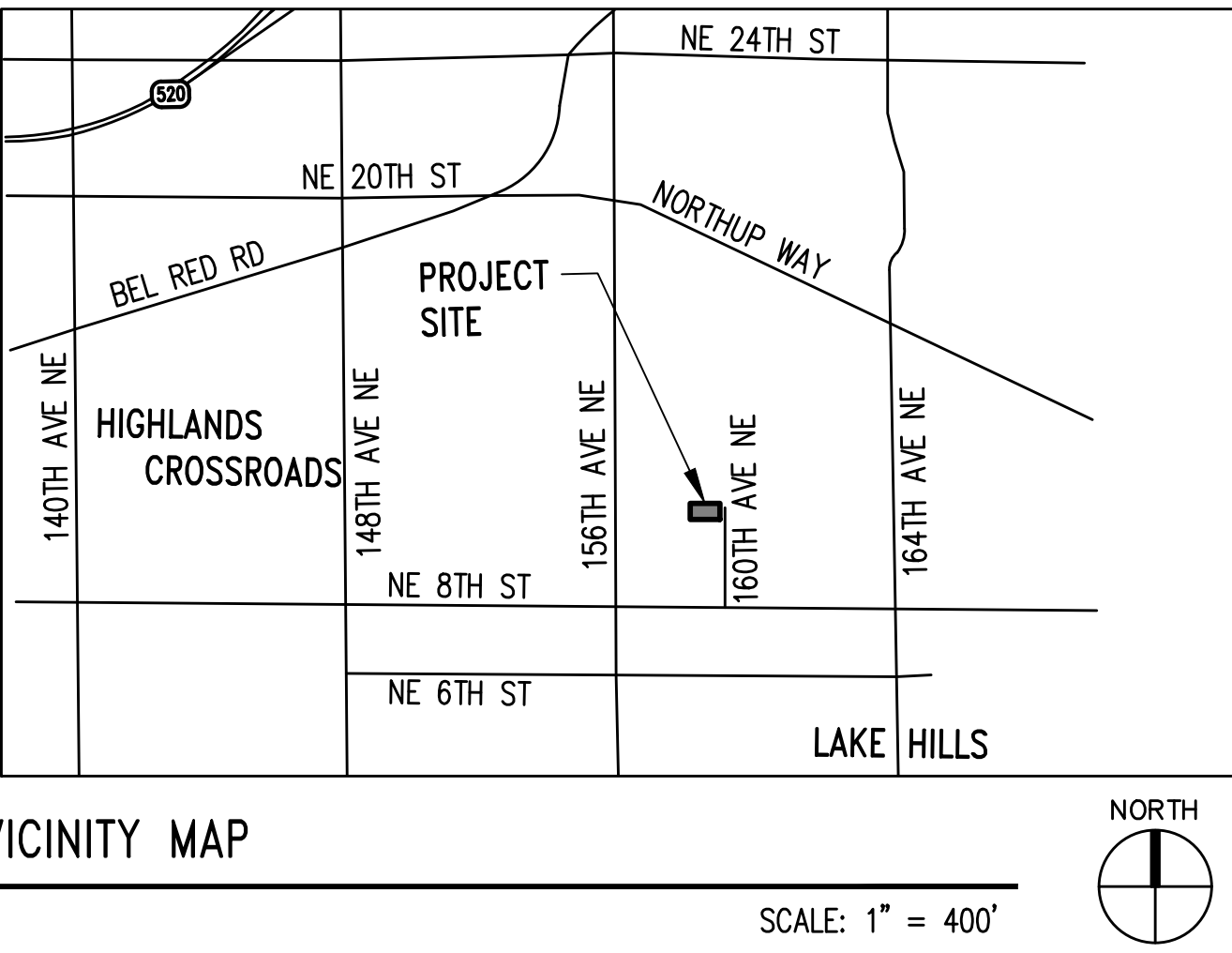
LEGAL DESCRIPTION

PARCEL A:
THAT PORTION OF THE SOUTHEAST QUARTER OF SECTION 26, TOWNSHIP 25 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON DESCRIBED AS FOLLOWS:
BEGINNING AT THE SOUTHWEST CORNER OF SAID SOUTHEAST QUARTER;
THENCE SOUTH 88° 42' 24" EAST, ALONG THE SOUTH LINE OF SAID SECTION, 1,030 FEET; THENCE NORTH 1° 11' 55" EAST 1,772.6 FEET;
THENCE NORTH 88° 42' 24" WEST, PARALLEL TO SAID SOUTH LINE, 1,030 FEET;
THENCE SOUTH 1° 11' 55" WEST ALONG THE WEST LINE OF SAID SOUTHEAST QUARTER 1,772.6 FEET TO THE POINT OF BEGINNING.
EXCEPT THE WEST 30 FEET THEREOF CONVEYED TO KING COUNTY FOR 156TH AVENUE N.E. BY DEEDS RECORDED NOVEMBER 25, 1922 AND DECEMBER 6, 1922 UNDER RECORDING NOS. 1677851 AND 1681551;
EXCEPT THE SOUTH 30 FEET THEREOF CONVEYED TO KING COUNTY FOR N.E. 8TH STREET BY DEED RECORDED DECEMBER 1, 1958 UNDER RECORDING NO. 4970969; EXCEPT THAT PORTION THEREOF CONVEYED TO KING COUNTY FOR ROADS PURPOSES AT THE INTERSECTION OF SAID STREETS BY DEED RECORDED MARCH 20, 1963 UNDER RECORDING NO. 5558467;
EXCEPT THAT PORTION THEREOF CONVEYED TO THE CITY OF BELLEVUE FOR LANDSCAPING AND SIDEWALKS BY DEED OF DEDICATION RECORDED AUGUST 12, 1977 UNDER RECORDING NOS. 7708120967, 7708120968, 7708120969 AND 7708120970; AND EXCEPT THOSE PORTIONS OF THE ABOVE DESCRIBED PROPERTY TAKEN FOR THE IMPROVEMENT OF NORTHEAST 8TH STREET AND 156TH AVENUE NORTHEAST AS DESCRIBED IN KING COUNTY S.C. NO. 90-2- 25918-1; ALSO EXCEPT THOSE PORTIONS DESCRIBED IN DEED TO THE CITY OF BELLEVUE RECORDED JUNE 11, 1992 UNDER RECORDING NO. 9206111175;
ALSO EXCEPT ANY PORTION LYING WITHIN BOUNDARY LINE ADJUSTMENT NO. BLA-98-833, DECLARATION OF LOT COMBINATION NO. DLC-98-832, RECORDED OCTOBER 13, 1998 UNDER RECORDING NO. 9810139003 OF KING COUNTY, WASHINGTON; ALSO EXCEPT THAT PORTION CONVEYED TO THE CITY OF BELLEVUE, DESCRIBED IN DEED RECORDED APRIL 16, 2001 UNDER RECORDING NO. 20010416000823, RECORDS OF KING COUNTY, WASHINGTON.

PARCEL B:
LOT 2 OF CITY OF BELLEVUE BOUNDARY LINE ADJUSTMENT NO. BLA-98-833 RECORDED OCTOBER 13, 1998 UNDER RECORDING NO. 9810139003, IN KING COUNTY, WASHINGTON.

PARCEL C:
A NON-EXCLUSIVE EASEMENT FOR ROAD, DRAINAGE AND UTILITY PURPOSES GRANTED AND DESCRIBED IN THE DOCUMENT ENTITLED "EASEMENT" RECORDED APRIL 7, 1964 UNDER RECORDING NO. 5720127 AND AMENDED MAY 6, 1966 AND DECEMBER 8, 1980 UNDER RECORDING NOS. 6025120 AND 8012080744, RECORDS OF KING COUNTY, WASHINGTON.

PARCEL D:
A NON-EXCLUSIVE EASEMENT FOR ACCESS DESCRIBED IN DOCUMENT ENTITLED "RECIPROCAL EASEMENTS" RECORDED DECEMBER 8, 1997 UNDER RECORDING NO. 9712080823, RECORDS OF KING COUNTY, WASHINGTON.



SITE AREAS			
	PROJECT SITE	PARCEL NO. 2625059150	PARCEL NO. 2625059243
PARCEL AREA	~	140,120 SF	165,887 SF
SITE DISTURBANCE	12,864 SF	12,346 SF	518 SF
PROPOSED NEW OR REPLACED IMPERVIOUS	9,818 SF	9,818 SF	0 SF
PROPOSED CUMULATIVE IMPERVIOUS SURFACE	~	126,728 SF (90.4%)	155,948 SF (94.0%)
EXISTING IMPERVIOUS	10,718 SF	127,161 SF (90.8%)	156,415 SF (94.3%)

LEGEND	
	APPROXIMATE LIMIT OF CLEARING AND GRADING
	BUILDING EDGE
	BUILDING STEP
	STORM DRAIN
	CONTOUR
	DRAINAGE SWALE
	CONCRETE EXTRUDED CURB
	SIDEWALK PER COB STD DET SW-110-1
	LANDSCAPE PLANTER
	ASPHALT PAVEMENT
	CATCH BASIN PER STD DET D-2
	CATCH BASIN PER STD DET D-4

PERMIT #19-125714 LJ PERMIT #19-124719 LM PERMIT #19-125676 GD PERMIT #19-123773 BB

UTILITY GRID # L-6

NO	DATE	BY	APPR	REVISIONS
1	3/27/20	SSM	PKS	PLANNING AND LAND USE CORRECTIONS

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Seattle, WA 98101
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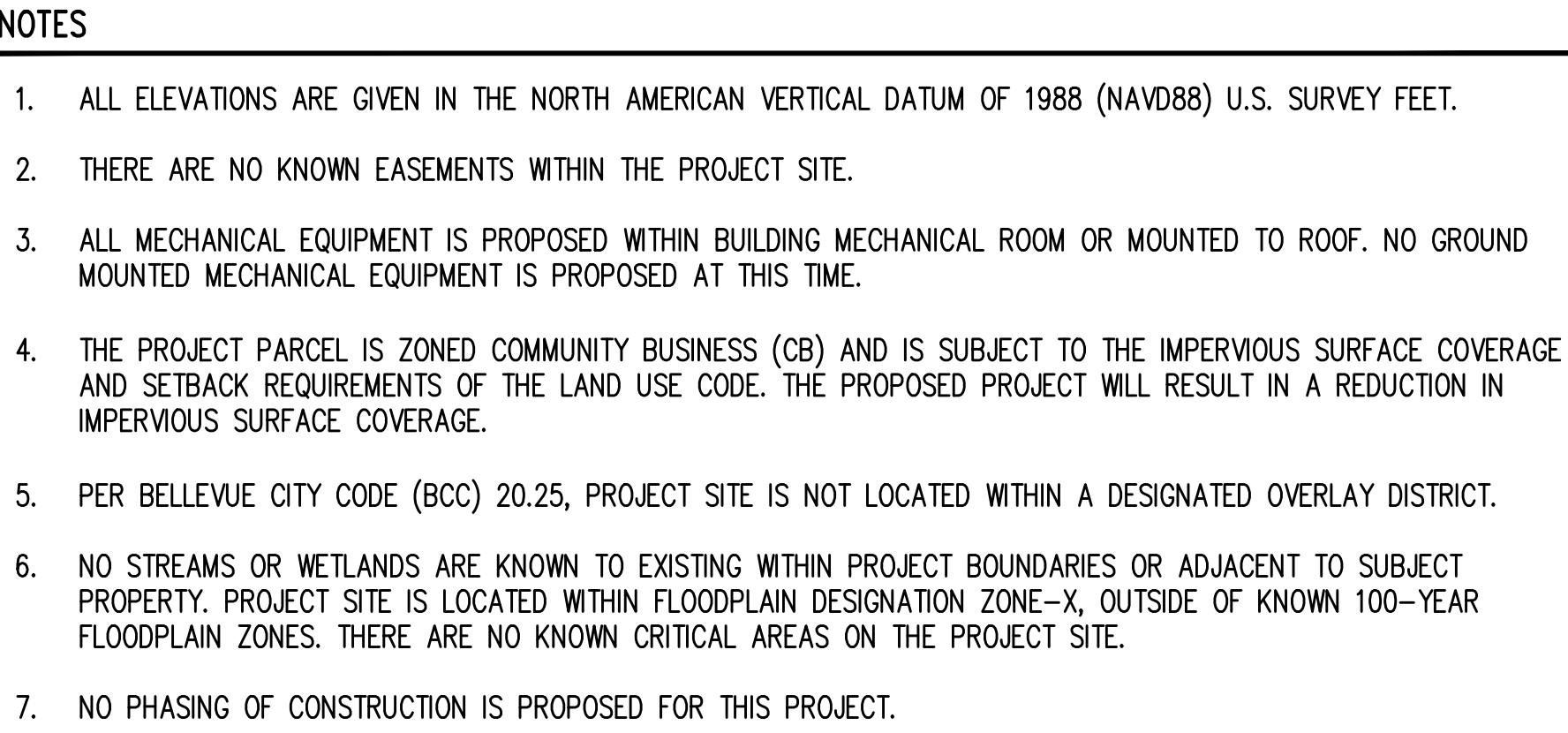
Approved By

B. CHURCH 12/05/19
DESIGNED BY DATE
M. WALKER 12/05/19
DRAWN BY DATE
P. SHAW 12/05/19
CHECKED BY DATE

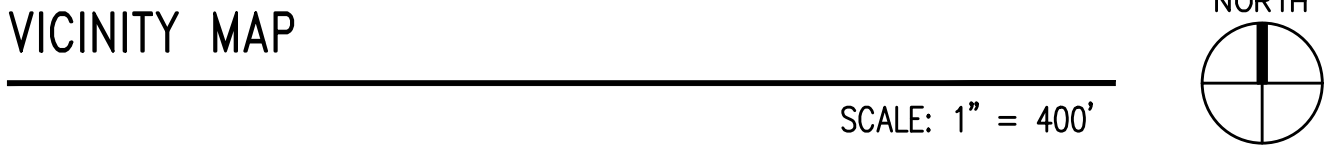
CROSSROADS STONE GARDENS
ADDITION








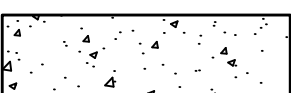
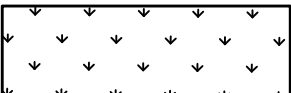
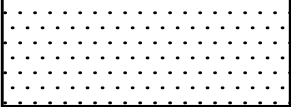


SITE PLAN A

SEC 26 TWP 25 RGE 5 SHT C-8.00



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	BUILDING EDGE	
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		SIDEWALK PER COB STD DET SW-110-1
		
		LANDSCAPE PLANTER
		
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811 Call 811
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CROSSROADS STONE GARDENS
ADDITION

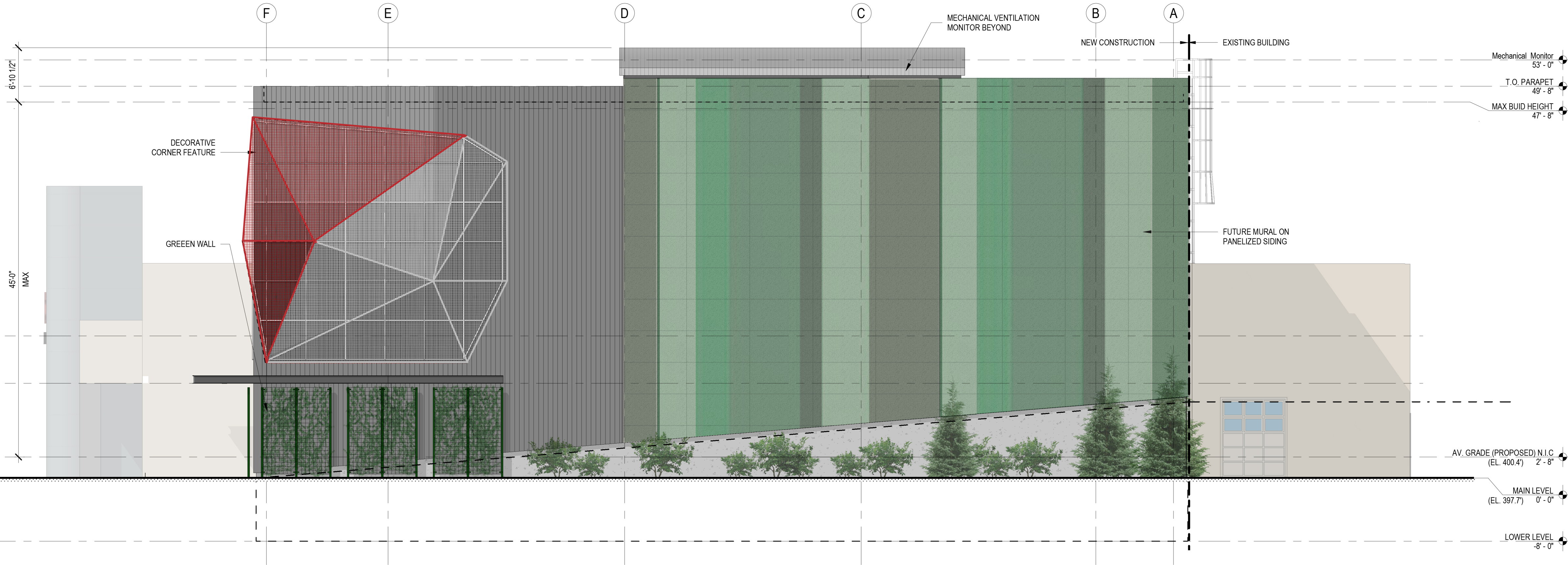
<div style="font-size: 24px; margin-bottom: 10px;">SITE PLAN B</div> <div style="font-size: 12px;"> SEC <u>26</u> TWP <u>25</u> RGE <u>5</u> SHT <u>C-9.00</u> </div>



DECEMBER 10, 2019

DRAWN BY: ES/AF

A001





SEPA Environmental Checklist

The City of Bellevue uses this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions

The checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully and to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions.

You may respond with "Not Applicable" or "Does Not Apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies and reports. Please make complete and accurate answers to these questions to the best of your ability in order to avoid delays. For assistance, see [SEPA Checklist Guidance](#) on the Washington State Department of Ecology website.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The city may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Background

1. Name of proposed project, if applicable _____
2. Name of applicant _____
3. Contact person _____ Phone _____
4. Contact person address _____
5. Date this checklist was prepared _____
6. Agency requesting the checklist _____

7. Proposed timing or schedule (including phasing, if applicable)

8. Do you have any plans for future additions, expansion or further activity related to or connected with this proposal? If yes, explain.

9. List any environmental information you know about that has been prepared or will be prepared, that is directly related to this proposal.

10. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

11. List any government approvals or permits that will be needed for your proposal, if known.

12. Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

13. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and the section, township and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

Environmental Elements

Earth

- General description of the site:
 - ☐ Flat
 - ☐ Rolling
 - ☐ Hilly
 - ☐ Steep Slopes
 - ☐ Mountainous
 - ☐ Other _____
- What is the steepest slope on the site (approximate percent slope)? _____

3. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

4. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

5. Describe the purpose, type, total area and approximate quantities and total affected area of any filling, excavation and grading proposed. Indicate the source of the fill.

6. Could erosion occur as a result of clearing, construction or use? If so, generally describe.

7. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? _____

8. Proposed measures to reduce or control erosion, or other impacts to the earth, if any.

Erosion control regulated by
BCC 23.76

Air

1. What types of emissions to the air would result from the proposal during construction, operation and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

2. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

3. Proposed measures to reduce or control emissions or other impacts to air, if any.

Water

1. Surface Water

- a. Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

- b. Will the project require any work over, in or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

- c. Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of the fill material.

- d. Will the proposal require surface water withdrawals or diversions? Give a general description, purpose and approximate quantities, if known.

- e. Does the proposal lie within a 100-year floodplain? _____
If so, note the location on the site plan.

- f. Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

2. Ground Water

- a. Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

- b. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals...; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

3. Water Runoff (including stormwater)

- a. Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

- b. Could waste materials enter ground or surface waters? If so, generally describe.

- c. Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

Indicate any proposed measures to reduce or control surface, ground and runoff water, and drainage pattern impacts, if any.

Project will comply with erosion and sediment controls per BCC 23.76

Plants

1. Check the types of vegetation found on the site:

- ☐ deciduous tree: alder, maple, aspen, other _____
- ☐ evergreen tree: fir, cedar, pine, other _____
- ☐ shrubs
- ☐ grass
- ☐ pasture
- ☐ crop or grain
- ☐ orchards, vineyards or other permanent crops
- ☐ wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other _____
- ☐ water plants: water lily eelgrass, milfoil, other _____
- ☐ other types of vegetation _____

2. What kind and amount of vegetation will be removed or altered?

3. List any threatened and endangered species known to be on or near the site.

4. Proposed landscaping, use of native plants or other measures to preserve or enhance vegetation on the site, if any.

5. List all noxious weeds and invasive species known to be on or near the site.

Animals

1. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. Examples include:

Birds: ☐hawk, ☐heron, ☐eagle, ☐songbirds, ☐other _____

Mammals: ☐deer, ☐bear, ☐elk, ☐beaver, ☐other _____

Fish: ☐bass, ☐salmon, ☐trout, ☐herring, ☐shellfish, ☐other _____

2. List any threatened and endangered species known to be on or near the site.

3. Is the site part of a migration route? If so, explain.

4. Proposed measures to preserve or enhance wildlife, if any.

5. List any invasive animal species known to be on or near the site.

Energy and Natural Resources

1. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

2. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

3. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.

Environmental Health

1. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill or hazardous waste, that could occur as a result of this proposal? If so, describe.

- a. Describe any known or possible contamination at the site from present or past uses.

- b. Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

- c. Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

- d. Describe special emergency services that might be required.

- e. Proposed measures to reduce or control environmental health hazards, if any.

2. Noise

- a. What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

- b. What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)?
Indicate what hours noise would come from the site.

- c. Proposed measures to reduce or control noise impacts, if any.

Noise from construction activity is limited to the hours between 7 a.m. to 6 p.m. on weekdays and 9 a.m. to 6 p.m. on Saturdays and prohibited on Sundays and other legal holidays (BCC 9.18)

Land and Shoreline Uses

1. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

2. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to non-farm or non-forest use?

- a. Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling and harvesting? If so, how?

3. Describe any structures on the site.

Proposal is for an 8,150 SF addition to an existing 40,780 SF building

4. Will any structures be demolished? If so, what?

5. What is the current zoning classification of the site? _____

6. What is the current comprehensive plan designation of the site? _____ **Community Business (CB)**

7. If applicable, what is the current shoreline master program designation of the site? _____

8. Has any part of the site been classified as a critical area by the city or county? If so, specify.

9. Approximately how many people would reside or work in the completed project? _____

10. Approximately how many people would the completed project displace? _____

11. Proposed measures to avoid or reduce displacement impacts, if any.

12. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any.

13. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any.

Housing

1. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

2. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

3. Proposed measures to reduce or control housing impacts, if any.

Aesthetics

1. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

2. What views in the immediate vicinity would be altered or obstructed?

3. Proposed measures to reduce or control aesthetic impacts, if any

Light and Glare

1. What type of light or glare will the proposal produce? What time of day would it mainly occur?

2. Could light or glare from the finished project be a safety hazard or interfere with views?

3. What existing off-site sources of light or glare may affect your proposal?

4. Proposed measures to reduce or control light and glare impacts, if any.

Recreation

1. What designated and informal recreational opportunities are in the immediate vicinity?

2. Would the proposed project displace any existing recreational uses? If so, describe.

3. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any.

Historic and Cultural Preservation

1. Are there any buildings, structures or sites located on or near the site that are over 45 years old listed in or eligible for listing in national, state or local preservation registers located on or near the site? If so, specifically describe.

2. Are there any landmarks, features or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

3. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

4. Proposed measures to avoid, minimize or compensate for loss, changes to and disturbance to resources. Please include plans for the above and any permits that may be required.

Transportation

1. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

2. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

3. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

4. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

5. Will the project or proposal use (or occur in the immediate vicinity of) water, rail or air transportation? If so, generally describe.

6. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and non-passenger vehicles). What data or transportation models were used to make these estimates?

7. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

8. Proposed measures to reduce or control transportation impacts, if any.

Public Service

1. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

2. Proposed measures to reduce or control direct impacts on public services, if any.

Utilities

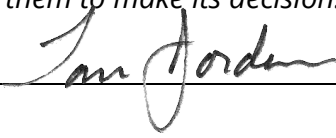
1. Check the utilities currently available at the site:

- ☐ Electricity
- ☐ natural gas
- ☐ water
- ☐ refuse service
- ☐ telephone
- ☐ sanitary sewer
- ☐ septic system
- ☐ other

2. Describe the utilities that are proposed for the project, the utility providing the service and the general construction activities on the site or in the immediate vicinity which might be needed.

Signature

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature 

Name of signee _____

Position and Agency/Organization _____

Date Submitted _____



Non-project Action SEPA Checklist

Supplement to Environmental Checklist

These questions pertain to land use actions that do not involve building and construction projects, but rather pertain to policy changes, such as code amendments and rezone actions.

Because the questions are very general, it may be helpful to read them in conjunction with the Environmental Checklist. When answering these questions, be aware of the extent to which the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented.

Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Indicate proposed measures to avoid or reduce such increases.

2. How would the proposal be likely to affect plants, animals, fish or marine life?

Indicate proposed measures to protect or conserve plants, animals, fish or marine life.

3. How would the proposal be likely to deplete energy or natural resources?

Indicate proposed measures to protect or conserve energy and natural resources.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains or prime farmlands?

Indicate proposed measures to protect such resources or to avoid or reduce impacts.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Indicate proposed measures to avoid or reduce shoreline and land use impacts.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Indicate proposed measures to reduce or respond to such demand(s).

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

Source: MG2, September 25, 2019.

2. Trip Generation

Existing Facility

Stone Gardens is a relatively unique land use that is not captured in available data in the Institute of Transportation Engineer's *Trip Generation Manual*. Therefore, trip generation for the original Stone Gardens facility had been estimated by the project architect using customer check-in information from Stone Garden's Seattle facility.¹ This analysis determined that the facility would generate 98 vehicle trips during the PM peak hour (49 entering and 49 exiting) and 690 trips per day (345 enter and 345 leave). A separate study, *Re-use of Former Circuit City Building at Crossroads Mall*,² determined that the two combined occupants of the former Circuit City building (Stone Gardens and Crunch Fitness) would generate fewer trips than Circuit City had generated.

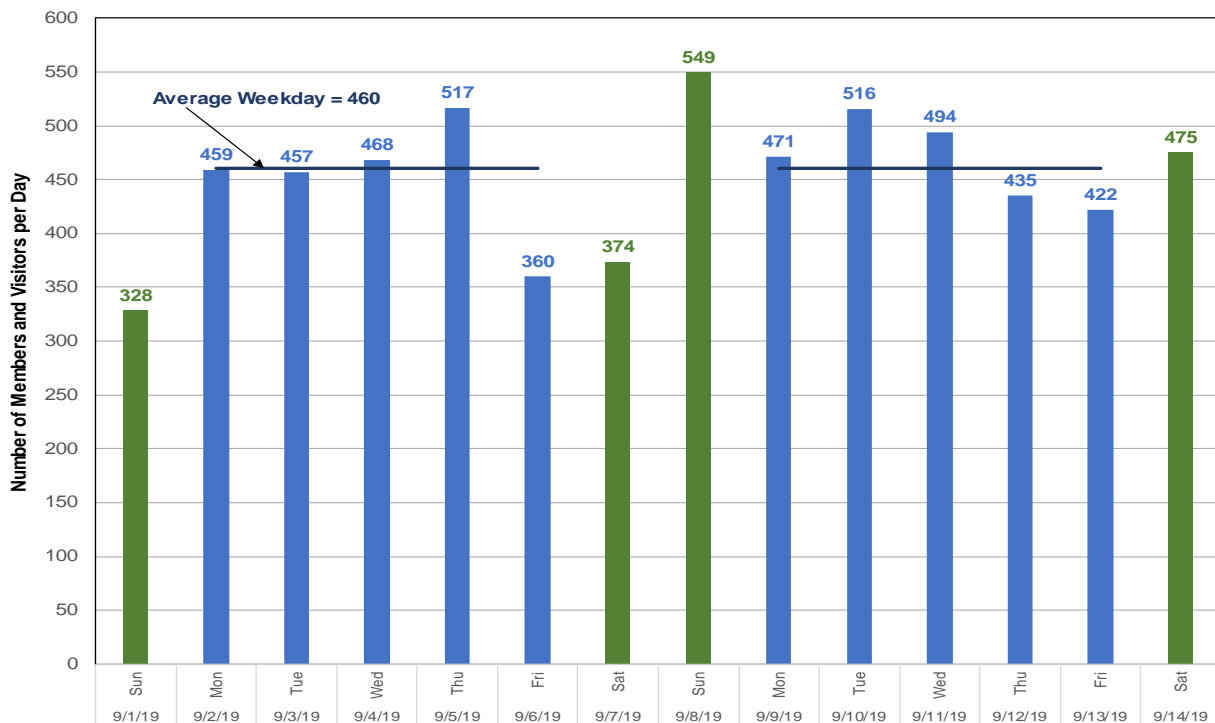
Stone Gardens has now been operating at Crossroads for over eight years and has stable membership. All members, guests and visitors must check in upon arrival. Time-stamped arrival data for a two-week period (from September 1, 2019 through September 13, 2019) were compiled to show arrival patterns by day of week and time of day on both a peak weekday and peak weekend day. The data were also used to estimate vehicle occupancy based on members who arrive together.

Figure 2 shows the number of customers (members, guests and visitors) who arrived at Stone Gardens each day during this two-week period. Weekdays are indicated with blue and weekends are indicated with green. As shown, the peak weekday was on Thursday, September 5, 2019 with 517 customers per day and the peak weekend day was on Sunday, September 8, 2019 with 549 customers per day. The average weekday had 460 customers. These data determined that the average group size that checked in together was 2.3 people, which was assumed to be the average vehicle occupancy (AVO). Based on this, the site is estimated to generate 400 customer vehicle trips on an average weekday (200 vehicles enter and 200 vehicles exit).

¹ Michael Whalen Architect, Memorandum: Stone Gardens at Crossroads (#10 126443 DC), December 12, 2010.

² Heffron Transportation, Inc., November 4, 2011.

Figure 2. Customers per Day

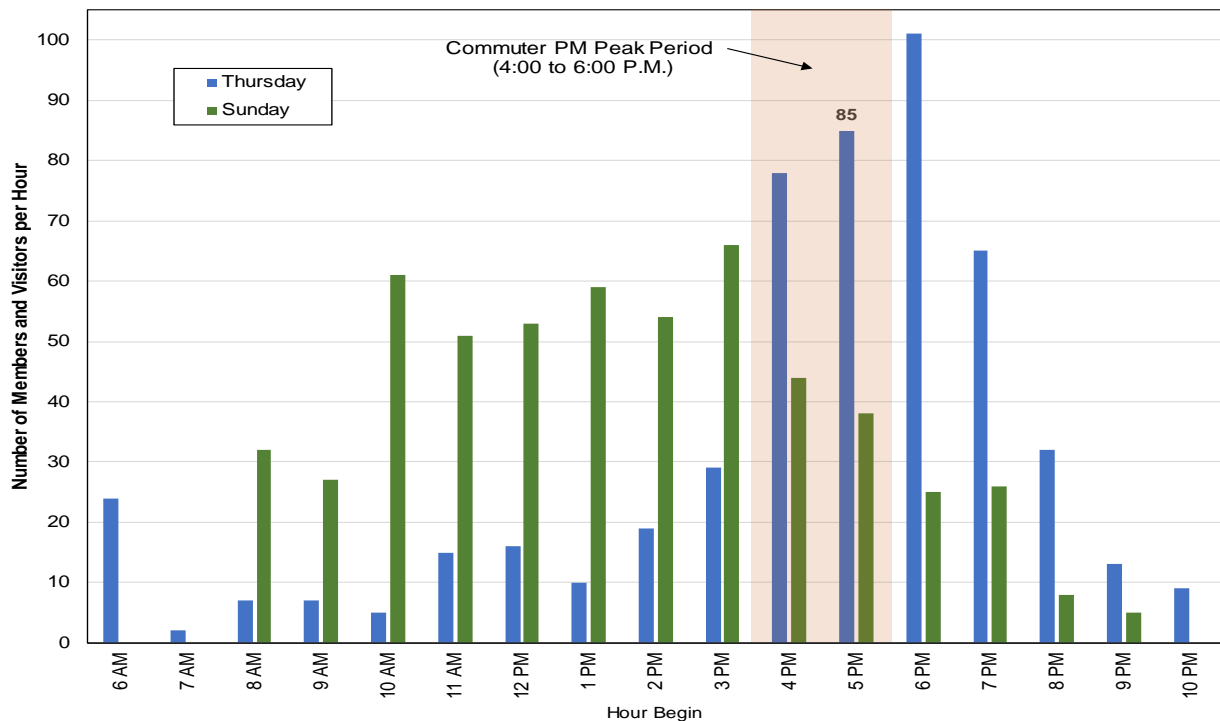


Source: Data provided by Stone Gardens Crossroads; compiled by Heffron Transportation.

Customer arrivals by hour were compiled for the highest weekday and highest weekend day. These are profiled in Figure 3. As shown, although the peak number of visits occurred on a Sunday (9/8/2019), the arrival times are spread out over the course of the day. The peak weekday (Thursday, 9/5/2019), however, had peak arrival activity during the evening hours between 5:00 and 7:00 P.M. Trips during the PM commuter peak hour (between 4:00 and 6:00 P.M. on a weekday) were estimated from these data. The PM peak inbound visits occurred during the 5:00 to 6:00 P.M. hour when there were 85 visitors. According to staff at Stone Gardens, each member spends an average of 1.5 to 2.0 hours at the climbing gym. Therefore, during that same hour, it is estimated that 54 visitors left the gym based on the average who arrived during the 3:00 P.M. or 4:00 P.M. hours. The number of vehicle trips was estimated based on 2.3 persons per vehicle at 37 entering and 23 exiting PM peak hour vehicle trips.

In addition to customers, trips are generated by Stone Gardens' staff. The staffing schedules are set to have maximum staff on site during the peak customer periods, so there are no staff trips that occur during the PM peak hour. On an average day, an estimated 15 staff work at the site. These would generate 30 daily vehicle trips assuming that each staff member drives alone to the site.

Figure 3. Visits per Hour – Peak Weekday and Peak Sunday



Source: Data provided by Stone Gardens Crossroads; compiled by Heffron Transportation. The data reflect the peak Sunday (9/8/2019) and peak Thursday (9/5/2019) during the two-week survey period.

Trip generation for the existing Stone Gardens facility are summarized in Table 1. Rates based on the building size were estimated for use in estimating trips for the proposed expansion.

Table 1. Stone Gardens Existing Trip Generation

Condition	Daily Trips	PM Peak Hour Trips		
		In	Out	Total
Customer trips ^b	400	37	23	60
Staff Trips	30	0	0	0
Total Trips	430	37	23	60
Trip Rate / 1,000 sf ^c	19.95 trips/1000 sf	62% enter	38% exit	2.8 trips/1,000 sf

b. Derived from actual visitor arrival records, September 1 through 13, 2019. Trip generation reflects the peak weekday during that period assuming average vehicle occupancy of 2.3 persons per vehicle.

c. Existing Stone Gardens occupies 21,556 sf.

Proposed Expansion

Trips generated by the proposed 10,000 sf expansion were estimated using the rates in Table 1 above. The proposed expansion is estimated to generate 200 trips per day and 28 trips during the PM peak hour. When added to the existing facility's trips, the full site would generate fewer trips than had been estimated prior to its original occupancy. Therefore, the project would not adversely affect transportation conditions in the site vicinity.

Table 2. Stone Gardens Existing Trip Generation

Condition	Size	Daily Trips	PM Peak Hour Trips		
			In	Out	Total
Existing Stone Gardens	21,556 sf	400	37	23	60
Proposed Expansion ^a	10,000 sf	200	17	11	28
Total with Expansion	31,556 sf	600	54	34	88
Assumed for Original Analysis ^b		690	49	49	98

a. Derived using trip generation rates from Table 1.

b. Trip generated determined in Memorandum: Stone Gardens at Crossroads, Michael Whalen Architect, December 12, 2010.

3. Parking Demand

Existing Facility

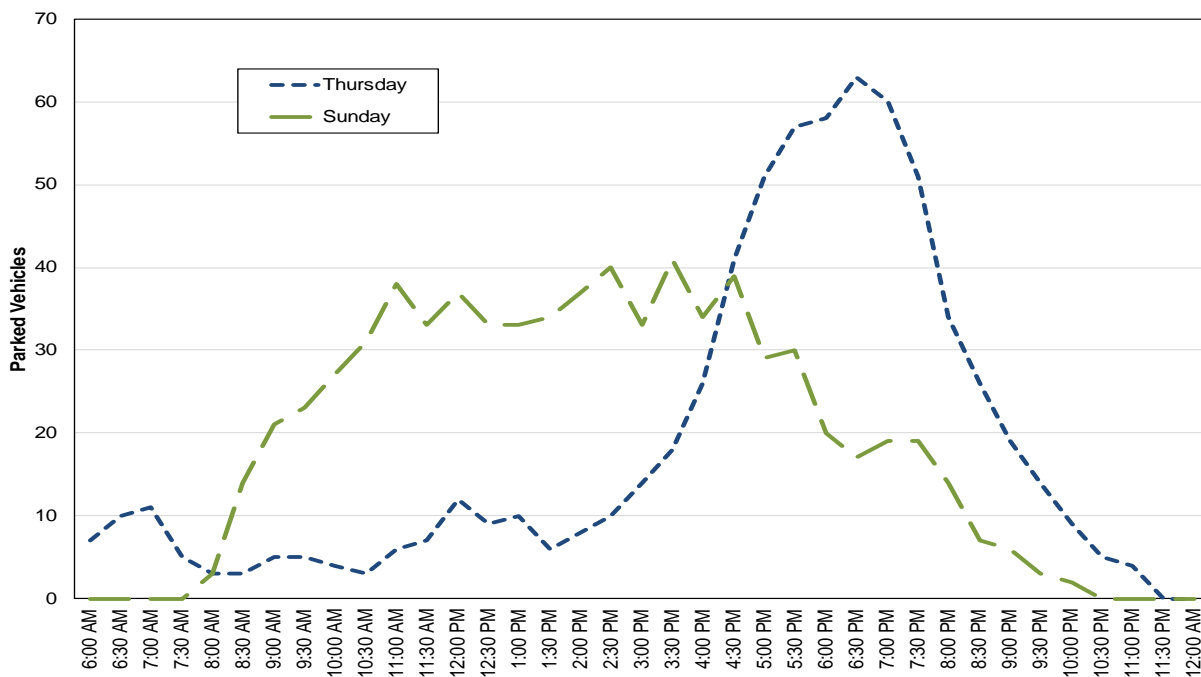
Existing parking demand was estimated using the customer data presented above. Parking accumulation by hour of the day was estimated for the peak weekday and peak weekend day, and assumes that each visitor stays for 1.5 hours and each vehicle is occupied by 2.3 visitors. The parking demand generated by these visitors is shown on Figure 4. The peak parking demand currently occurs on a weekday evening, and is estimated to be 63 vehicles associated with customers. In addition, there are 10 staff on site during peak customer times, and each was assumed to park one vehicle. Therefore, the cumulative peak parking is estimated to be 73 vehicles, or 3.39 vehicles per 1,000 sf of existing space. It is noted that the original analysis for Stone Gardens prior to opening had estimated that the peak weekday parking demand would be 94 vehicles on a weekday evening.

Proposed Expansion

With the proposed expansion, parking demand is estimated to increase by 34 vehicles (using the rate derived above). This includes parking associated with both increased customer demand and increased staffing.

Several comprehensive parking studies of the Crossroads Shopping Center have been performed to determine the peak August and peak December parking demand. For all prior studies, the overall peak demand at the shopping center occurs midday on a Saturday, with the highest overall demand occurring on the weekend prior to Christmas. Even on the highest demand day documented in the more than 30 days of counts in December, there were more than 500 unused parking spaces at the shopping center. Therefore, the net increase in parking demand associated with the Stone Gardens expansion would not adversely affect parking conditions.

Figure 4. Existing Stone Gardens Parking Demand – Members/Visitors



Source: Customer arrival provided by Stone Gardens Crossroads; compiled by Heffron Transportation. Parking accumulation was estimated assuming an average stay of 1.5 hours and vehicle occupancy of 2.3 persons per vehicle.

4. Summary

The proposed 10,000 sf expansion of the Stone Gardens facility at the Crossroads Shopping Center is estimated to generate 200 vehicle trips per day and 28 vehicle trips during the PM peak hour. When added to the existing trips, the facility would generate fewer vehicle trips than had originally been estimated for the Stone Gardens project before it was constructed within the former Circuit City building. No off-site impacts are anticipated for the expansion project and no mitigation should be required since the trips in that building continue to be less than the original Circuit City use.

The project is estimated to increase parking demand by 34 vehicles during the peak weekday evening period. Smaller increases would occur on weekend days. There is substantial unused parking at the shopping center, even during the peak December weekends, to accommodate this demand. No adverse impacts to parking are expected.

MCH/mch


Stone Gardens Expansion - Transportation Analysis - FINAL.docx

MEMORANDUM

Date: March 29, 2020

Project: Stone Gardens Addition
15600 NE 8th Street, C1
19-124719-LM;19-125714-LJ

Subject: Response to City Transportation Comments (03/20/2020)

Author: Marni C. Heffron, P.E., P.T.O.E. 

This memorandum responds to the City of Bellevue's transportation-related comments on the subject project. The City's comments relate to information in the *Technical Memorandum – Level 1 Traffic Impact Analysis for Stone Gardens Expansion* (Heffron Transportation, Inc., September 30, 2020). The comments are stated below followed by the responses.

Transportation Review – Fay Schafi (425) 452-4574, FSchafi@bellevuewa.gov

Comment 1: *The data collected during a Holiday week (9/2/19-9/7/9) should not be used for the weekday daily and PM peak hour trip calculations, the following week's data (9/9/19- 9/13/19) should be used instead.*

Response: The average weekday trips were calculated based on the average daily attendance over the course of the two weeks as shown on Figure 2 in the Technical Memorandum. The existing trips were used to derive trip generation factors that were then applied to the net increase in building size. Had daily data for just the second week been used instead of the two-week average, the resulting difference in trip generation would be six (6) daily trips. Even with this adjustment, the number of daily trips with the Expansion would be below that assumed in the Original Analysis for the Stone Gardens building.

Trip generation for the PM peak hour was based on the highest day during the two-week period (Thursday, September 5, 2019) rather than an average day. Therefore, it represented a conservatively high estimate of PM peak hour trips. With the Expansion, the PM peak hour trips were also expected to be less than those assumed in the Original Analysis.

Comment 2: *Provide the actual supporting documentation (time-stamped arrival data) used for project trip rate calculations. This information should be included in the appendix of the report.*

Response: The customer check-in reports provided by Stone Gardens for use in the traffic analysis are attached.

Comment 3: *While the City believes that some customers that check-in together as a group may be riding together in one vehicle, no actual documentation is provided in the TIA to support the 2.3 average vehicle occupancy (AVO) assumption. Without the actual supporting data that all the groups that checked in*

together were riding together in the same vehicle, the use of 2.3 average vehicle occupancy assumption for trip generation and parking demand calculations is not acceptable.

Response: The AVO rate used in the report was determined from a review of the check in data from the existing Bellevue facility. Upon receipt of the City's comments, Stone Gardens provided Heffron Transportation with two Traffic Impact Analysis reports that had been performed for other Stone Garden sites:

- *Stone Gardens [Mountlake Terrace] Trip Generation and Parking Demand*, Gibson Traffic Consultants, Inc., April 28, 2016.
- *Stone Gardens South [Tukwila] Parking Report, Revised*, Jake Traffic Engineering, Inc., October 14, 2019.

Both of those studies utilized an AVO rate of 2.3 persons per vehicle derived from a different source; the *National Household Travel Survey* (Federal Highway Administration, 2008). That survey determined that the AVO for social and recreational trips is 2.3 people. The reference pages from the Travel Survey are attached.

Comment 4: *Page 4, Table 1, how was the 400 daily trips calculated? Please clarify and include detailed calculations in the appendix of the report.*

Response: The daily trip generation was derived based on the average member visits per day (460 based on the two-week average), divided by the AVO rate of 2.3 persons per vehicle, times two trips each (one trip entering the site and one trip leaving the site).

Comment 5: *Include the original Stone Gardens trip generation documentation in the appendix of the report.*

Response: The original trip generation estimate was prepared by the project architect, Michael Whalen (December 12, 2010). It is attached.

Summary

None of the comments above required changes to the *Technical Memorandum – Level 1 Traffic Impact Analysis for Stone Gardens Expansion* (Heffron Transportation, Inc., September 30, 2020). Therefore, it the report has not been revised. The requested materials are attached to this memorandum instead of included in a report Appendix.

Attachments:

- A – Customer Check-in Reports for period from 09/01/2019 through 09/14/2019
- B – National Household Travel Survey excerpt
- C – Trip Generation Estimate for Stone Gardens, Michael Whalen, December 12, 2010.



ATTACHMENT A

CUSTOMER CHECK-IN REPORTS

ATTACHMENT B
NATIONAL HOUSEHOLD TRAVEL
SURVEY EXCERPT

2008 Status of the Nation's Highways, Bridges, and Transit: Conditions and Performance

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Chapter 15

National Household Travel Survey

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 - [Long-Distance Travel](#)
 - [Older Drivers: Safety Implications](#)
 - [Rising Fuel Cost—A Big Impact](#)
 - How Much Will This Trip Cost?
 - Who is Impacted the Most?
 - [Travel Characteristics of New Immigrants](#)
 - Daily Travel Differences
 - Commuting
 - Policy and Planning Implications
 - [Commuting for Life](#)
 - Urban Commutes
 - Who Are the Workers With Hour-Long Commutes?
 - [Congestion: Non-Work Trips in Peak Travel Times](#)
 - [Congestion: Who is Traveling in the Peak?](#)
 - [Travel to School: The Distance Factor](#)

National Household Travel Survey

The transportation system in the United States plays a vital role in maintaining the vigor of the economy and quality of life for the people who live here. By connecting people and places, transportation provides the American public with access to a wide array of economic, social, and cultural opportunities that allow for daily commerce, enrich and enliven leisure, and strengthen the fabric of society. This chapter describes some of the new trends in travel by the American public and the ways in which understanding travel behavior trends and forecasts is critical in the development of sound national transportation policy and programs.

The primary source of national information on the travel of people in the United States is the National Household Travel Survey (NHTS). Previously called the Nationwide Personal Transportation Survey or NPTS, with studies conducted since 1969, the NHTS is a fundamental intermodal program that provides statistical measures of system use and travel behavior of the American public. In addition to broad indicators of travel demand such as vehicle and person miles of travel (VMT and PMT), mode share, vehicle occupancy rates, travel time and distance, and trip purpose distributions, the NHTS provides detailed data on the characteristics of travelers, trips, and vehicles.¹ As such, the NHTS is a critical data source for sound national transportation policy making.

The topics presented in this chapter are based on data from the 2001 NHTS and other sources. Each topic was originally discussed in a separately issued *NHTS Brief* as follows:

- "Long-Distance Travel" – March 2006
- "Older Drivers: Safety Implications" – May 2006
- "Rising Fuel Cost-A Big Impact" – June 2006
- "Travel Characteristics of New Immigrants" – August 2006

Van	9.4%	13,417	18.4	7.5 cents	16.6 cents
SUV	12.5%	13,941	16.7	8.2 cents	18.4 cents
Pickup	18.2%	12,552	16.9	8.3 cents	18.3 cents
Overall	100.0%	12,291	20.3	7.0 cents	15.6 cents

Sources: 2001 NHTS and Energy Information Agency.

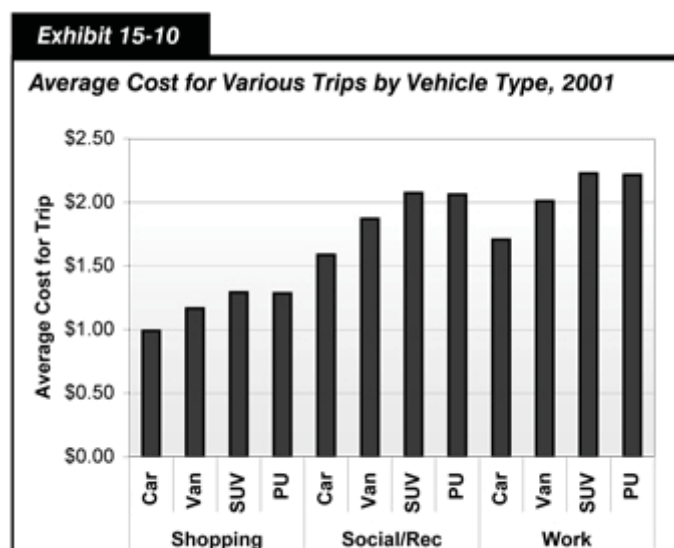
The type of vehicle driven has a significant impact on the amount of money paid at the pump. Fuel expenditures for the average passenger car are approximately 24 percent less than the average sports utility vehicle (SUV) or pickup truck. Pickups and SUVs are less fuel-efficient and are driven more miles on average.

The introduction of SUVs, in particular, has changed the vehicle fleet. Only 12.5 percent of the total vehicle fleet is SUVs. However, SUVs make up about 20 percent of all newer vehicles (less than 2 years old).

How Much Will This Trip Cost?

Costs vary considerably across trip purpose due to differences in trip distance and vehicle types.

The most expensive single trip of the day is the longest trip for most people—the work trip. An average work trip is more than 12.1 miles, compared with 7.0 miles for the average shopping trip. On average, total fuel cost for a one-way trip to work is \$1.87 per trip. As shown in *Exhibit 15-10*, this cost ranges from \$1.71 per trip for a passenger car to \$2.23 per trip for an SUV.



Source: 2001 NHTS.

Current fuel prices put the cost of shopping trips at over \$1 each way (\$1.09 per trip on average). The average trip costs just under \$1 (\$0.99) for a passenger car and \$1.30 for an SUV or pickup. *Exhibit 15-10* depicts the average cost for various trips by vehicle type.

Social and recreational trips, such as to visit friends and relatives or go to a concert, ball game, or park, rival the work trip in length and therefore cost more. These types of trips often include a family or a group of friends traveling together, which may reduce the cost per traveler. The 2001 survey showed that four out of five workers drive alone to work, but the average vehicle occupancy for social and recreational trips is 2.3 people.

Many factors have contributed to the continuing growth in passenger travel on the Nation's highways—the growth in the number of people and workers (both baby boomers and immigrants); increased purchase power of U.S. households for vehicle ownership; and the continued dispersion of housing, workplace, and recreational locations.

Since 1969, the average annual vehicle miles generated by American households increased from 12,423 to 21,187, a 59 percent increase. During the same time period, the increase in miles traveled for shopping

ATTACHMENT C
TRIP GENERATION ESTIMATE FOR
STONE GARDENS

Michael Whalen, AIA

Memo

1326 Fifth Ave
Suite 640
Seattle, WA 98101
T 206.621.8890
F 206.621.8893

E mwhalen@seanet.com

Date: December 12, 2010

To: Abdy Farid
Transportation Planner
City of Bellevue

From: Mike Whalen

Re: Stone Gardens at Crossroads #10 126443 DC

Abdy,

Thank you for calling on Friday to discuss the Stone Gardens project. In response to your request for more information about projected trip generation, the following is being provided:

Stone Gardens Trip Generation

We have good data from the existing Stone Garden's facility in Seattle about usage rates at different times of day. This information is tracked on the basis of number of check-ins per hour (see attached Exhibit A).

During the peak PM period (4:00-6:00 PM, weekdays), their peak time is Tuesday between 5:00-6:00, with 35 check-ins.

According to Bruce Andreson, their manager, many of their members are "climbing buddies" who come in the same vehicle. They also have a certain number of members who walk or bicycle in. For estimating purposes, say the number of vehicle trips equates to 80% of the number of check-ins. So, $35 \times .80 = 28$ vehicle trips during the peak PM hour.

At Crossroads, the size of the facility will be approximately 75% larger than Seattle. Assuming the same usage rates as Seattle, this would equate to 49 vehicle trips during the peak PM hour ($28 \text{ trips} \times 1.75 = 49 \text{ trips}$).

Trip Impact Analysis

According to the Development Services Handout T-2, a Traffic Impact Analysis is required when the development is anticipated to generate 30 or more new PM peak-hour trips.

Since this project is not a new development but a change of use for an existing building, the analysis should compare the rates from the existing use to the estimated rates of the new use.

For comparison purposes, if the 21,200 SF space were to be leased to a retail tenant instead of Stone Gardens, the peak hour trips would be as follows:

Large Retail Store Trip Rates*:

Driveway Vehicle Trip Rate: 70 trips/ 1000 SF (21,200 SF lease space)
 $70 \times 21.2 = 1,484$ weekday trips.

Peak PM Hour Ratio: 10%

Peak PM Hour Trip Rate: $1,484 \times .10 = 148$ vehicles.

Compared to the estimated 49 vehicle trips for Stone Gardens, this represents a net decrease of 99 PM peak-hour trips.

On this basis, the proposal will result in no negative impacts on the surrounding transportation system, will not increase the number of PM peak-hour trips, and therefore would not require the preparation of a TIA.

Please let me know if you have any questions or need additional information about this matter.

Thank you again for your assistance with this matter.

MW

*I don't have the City of Bellevue's adopted trip rates for large retail stores, so have used rates from another trip generation manual.

TYPICAL PEAK CHECK-INS FOR STONE GARDENS BALLARD WASHINGTON DURING 2010'S BUSY SEASON

Exhibit A

Stone Gardens, Seattle

[illegible]